

CENTRAL INTELLIGENCE AGENCY

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	C-O-N-F-I-D-E-N-T-I-A-L	
	-2-	50X1-HUM
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		50X1-HUM
7.	(Naval Shipyard, Pleniewo). The shipyard, which	. Das
	been building wooden antimagnetic minesweepers for the USSR, as was civilsan river steamers, is reportedly to be converging its	CTT
	facilities to the construction of metal ships. The former directo	r,
	Henrik Ostrowski, was transferred in July 1960 to the Naval Shipy	ard
	in (Breslau), where a program of construction is taking	50X1-HUM
	place. (5 pages)	•
8.	(Warskiego Naval Shipyard, Szczeci	n∕ 50X1-HUM
	Stettin). The report includes a few details about current product all of which was composed of merchant ships. (4 pages)	tion,
9.		ettersburg)
	(Thorn), and (Breslau). As noted in paragr	eaph 7
	above, Ostrowski was transferred to the last shippard to direct to construction work there. (3 pages)	50X1-HUM
	.wik:	50X1-HUM
		30X1-HUIVI

C-0-W-W-T-D-W-W-T-A-T

	(Gda:	nkk/Danzig Shipyard)	10 Nevember 1	
Under	ly German, under the jurisdiction nistry of Heavy	went radical transfermation of the Special Shipyard D. Industry	n after the war. irection (Z.P.O.) of	
Offici	als:			
Te Te He	chnological Dire	Engineer Jerzy Wychowski Engisher Zydowo (fnu) ctor Engineer Rudsinski on Engineer Csarniawski Engineer Zielkowski ((fnu) (fnu)	50X1-HUM
t	force: about 12 he foundries, fi hifts per day.	,000; single shift, exclus tting-put and ships' servi	ive of personnel assig	ned to n three
Produc	tion: Note: amo	unts are from 1958 en.		
Ca	nstruction began	500 tons gross tonnage in 1948 continuous; ships are cons	tructed in series of f	'our.
Fr.	rom 1948 to 10 No % of the product	vember 1960, about 200 ves ion was for the Soviet Uni	sels had been built.	50X1-HUM
b. Ce	mbination refrig	eration and processing fis	hing vessels:	
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Center design was a counit, ceded to im turned over technicians of copy the basic in the fishing a late 1961-early A factory for in Poland, is	in 1957. If 4 units has not yet been in operation, one in the sof being equipped. Intral Office of Mavail Consemplete copy by Polish ten the USSR, carrying the nation the official project visit characteristics. The Polymachinery 1962, the machinery will this purpose, which will a under construction at a local content of the post of the purpose, which will a content of the purpose of th	struction #1, Manak. chnicians from a similar me DOERO LJUBOV, came 1956-1957. At that to the ship and attential unit differs from also be constructed in allegedly be the only exaction not learned.	50X1-HUI for German dankelx me, 50X1-HUN apted to the Soviet for Feland.
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Gene design was a counit, ceded to im turned ever technicians of copy the basic in the fishing a late 1961-early A factory for in Poland, is no second series	in 1957. If 4 units has not yet been in operation, one in the sof being equipped. Intral Office of Mavail Consemplete copy by Polish tents the USSR, carrying the nation the port of Gdanak in the official project visit characteristics. The Polymachinery 1962, the machinery will	istruction #1, Manak.	50X1-HUI fr German dankalx me, 50X1-HUN apted to the Soviet Feland.
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Gene design was a counit, ceded to in turned ever technicians of copy the basic in the fishing a late 1961—early A factory for in Poland, is the second series have recently	in 1957. If 4 units has not yet been in operation, one in the sof being equipped. Intral Office of Mavail Contemplete copy by Polish tee the USSR, carrying the nation the port of Gdansk in the official project vision characteristics. The Polymachinery 1962, the machinery will this purpose, which will a under construction at a left is already under construct been launched and two are Characteristics of the two	a completed. Of these, USER, and the others a struction \$1, Manak. Shnicians from a similar me DOBRO LJUBOV, own 1956-1957. At that the the ship and attential unit differs from also be constructed in allegedly be the only exaction not learned. Story at the shipyard; still on the ways.	50X1-HUI or German densitative ime, 50X1-HUM opted to the Soviet reland. of its type two units
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Gene design was a counit, ceded to in turned ever technicians of copy the basic in the fishing a late 1961—early A factory for in Poland, is the second series have recently	in 1957. If 4 units has not yet been in operation, one in the is of being equipped. Intral Office of Mavail Consemplete copy by Polish tee the USSR, carrying the nation the port of Gdansk in the official project vision characteristics. The Political project vision enachinery 1962, the machinery will this purpose, which will a under construction at a legis already under construct been launched and two are	a completed. Of these, USER, and the others a struction \$1, Manak. Shnicians from a similar me DOERO LJUBOV, can 1956-1957. At that the ted the ship and attential unit differs from also be constructed in allegedly be the only exaction not learned. Still on the ways.	50X1-HUI tr German density inc., 50X1-HUM apted to the Soviet reland. In Feland. In fits type two units
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Gene design was a counit, ceded to in turned ever technicians of copy the basic in the fishing a late 1961—early A factory for in Poland, is no second series have recently Hull Sheathing Tonnage Length of hill Width Height	in 1957. If 4 units has not yet been in operation, one in the in operation, one in the is of being equipped. Intral Office of Mavail Contemplete copy by Polish tends the USSR, carrying the nation the port of Gdansk in the official project visit characteristics. The Polymachinery 1962, the machinery will this purpose, which will a under construction at a loss already under cons	a completed. Of these, USER, and the others a struction \$1, Manak. Shnicians from a similar me DOERO LJUBOV, oxen 1956-1957. At that the ted the ship and attentish unit differs from also be constructed in allegedly be the only exaction not learned. String at the shippard; still on the ways. So series Second Seco	50X1-HUI or German densitative ime, 50X1-HUM opted to the Soviet reland. of its type two units
Pr Tr De Tr	reduction begun in first series of completed and in the process signed by the Gene design was a counit, ceded to im turned ever technicians of copy the basic in the fishing a late 1961-early A factory for in Poland, is no second series have recently Hull Sheathing Tonnage Length of hill Width	in 1957. If 4 units has not yet been in operation, one in the in operation, one in the is of being equipped. Intral Office of Mavail Contemplete copy by Polish tends the USSR, carrying the nation the port of Gdansk in the official project vision characteristics. The Polymachinery 1962, the machinery will this purpose, which will a under construction at a less already under con	a completed. Of these, USER, and the others a struction \$1, Manak. Shnicians from a similar me DOBRO LJUBOV, own 1956-1957. At that the ted the ship and attential unit differs from also be constructed in allegedly be the only exaction not learned. Still on the ways. So series Second	50X1-HUI for German dankelx me, 50X1-HUN apted to the Soviet for Feland.

Sanitized Copy Approved for Release 2011/04/06: CIA-RDP80T00246A059000350001-8 50X1-HUM (Gdankk/Danzig Shipyard) 10 Nevember 1960 Formerly German, underwent radical transfermation after the war. Under the jurisdiction of the Special Shipyard Direction (Z.P.O.) of the Ministry of Heavy Industry Officials: Director General Engineer Jersy Wychowski Technical Director Engither Zydowo (fnu) 50X1-HUM Technological Director Engineer Rudsinski (fnu) Head of Construction . Engineer Csarniawski (fnu) Head of Production Engineer Ziolkowski (fnu) Labor force: about 12,000; single shift, exclusive of personnel assigned to the foundries, fitting-put and ships' servicing, etc., who work on three Shifts per day. Production: Note: amounts are from 1958 en. Fishing vessels of 500 tons gross tonnage Construction began in 1948 50X1-HUM Production is not continuous; ships are constructed in series of four. From 1948 to 10 November 1960, about 200 vessels had been built. 70% of the production was for the Soviet Uniont. b. Combination refrigeration and processing fishing vessels: Production begun in 1957. The first series of 4 units has not yet been completed. Of these, 2 are completed and in operation, one in the USSR, and the others are in the process of being equipped. 50X1-HUM Designed by the Central Office of Mavail Construction #1, Mansk. The design was a complete copy by Polish technicians from a similar German unit, ceded to the USSR, carrying the name DOMRO LJUBOV, commissional in turned over in the port of Gdansk in 1956-1957. At that time, technicians of the official project visited the ship and attempted to copy the basic characteristics. The Polish unit differs from the Soviet in the fishing machinery In late 1961-early 1962, the machinery will also be constructed in Feland. A factory for this purpose, which will allegedly be the only of its type 50X1-HUM in Poland, is under construction at a location not learned. The second series is already under construction at the shippard; two units have recently been launched and two are still on the ways. Characteristics of the two series first Second 50X1-HUM riveted steel Hull steel welded Sheathing after that date, welded 1250 tons Tonnage 500 gress tons 60 meters Length of hill (not listed) (net listed) (not listed) Width (not listed) (not listed) Height (not listed) none: one main sail, on Motors a single main mast 14 knots (not listed) Speed (sketch) CONFIDENTIAL 50X1-HUM

c.	Dry-carge vessels:	50X1-HUM
	Production initiated in 1948 and suspended in 1952. Ships constructed under license: plans were received from a naval shippard in	50X1-HUM
	Twelve vessels were built: the first five are: makkaky	00/(1 110111
	SOLDEK	
	BDYGAR MAKOWSKIEGO Jednosc robotnicza	
	PIERWSZY MAJ	
	WIECZOREK	
	These went into service as part of the Polish merchant marine, while the	10
	other seven (mames not known) were delivered to the USSR. Characteristics known:	
	2540 tons	50X1-HUM
	67 meters in length	
	first five ships were coal-burners; the others, oil max.speed - 11 knots	
đ.	Dry-cargo vessels:	50X1-HUM
	Production started in 1949 and still in progress. About 60 have been	
	built of which "a few" were turned over to the Polish fleet; all of the others were for the Soviet Union. 5000-ton, coal and oil burning.	
•.	Unidentified unit, dry carge, called the "Drewnawce":	50X1-HUM
•	The first series of 5 vessels was begun in the spring of 1950. All of	the
	units are on the ways, in the final stages. The first is supposed to b) 0
	launched in December 1960-January 1961.	ml atad
	Constructed exclusively under Soviet constact. The series is being convithout another being begun.	50X1-HUM
	The personnel in charge expressed the epinion that the units are actual	
	only for the transport of lumber.	
	the use of the ships for the shape, as well as the materials used for the	
	various systems, are very different from those normally used in a cargo	50X1-HUM
	Noted characteristics:	30×1-HUIVI
	5,500 - 6,000 tens	
	th about 100 meters long	
	height not noted (total) height of vessel above the water line (galleggiamento): 1.50 meters	•
	cabins and doors have double-closing and are water-tight	•
	ribs and masts are built of a very durable metal of an unidentified	l type
	doors are 7 mm thick	
	radar antenna en the bridge of the one mast	50X1-HUM
	gyrecompass-equipped : 1. Lever to operate the Sentilator mechan	i a
	2. Gear: one many fine thread screw and a toothes wheels	
	3. Ventilater cap	44.
	4. Top of handle (Testat della manica): plate used for the handle is 12 mm thi	
	not armed: no bases for future placement of armment were noted	
	The units were shipped to the Soviet Union as empty hulls, without equi	pment
	or machinery.	
	Rumered that they are to be used as hydrographic vessels.	
ſ.	Fishing vessels, "Baza Ribacka" (fishing bases)	50X1-HUM 50X1-HUM
	Series production begun in 1956-1957. Six are now in service and two m	
	ships ha	
	an informary with a surgical and operating room, movie theather and rec	T-04-07-011 /

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					~	50X1-HUM
	Intended to	be a "bas	en for fishing	fleets.		
	Only built	at this s	hip y ard and ar	e under exclus	the contract with	the USSR
,	9000-ton.	Engines: t	he first three	are steam dri	ven, the rest are	combustion.
g.	Various typ	es of unit	s (dry cargo s	and passengers)	ı	
	Construction	n begun in	1955-1956			
	Twelve were in November		l are in servic	e; 10 were alm	ost finished being	outfitted
	The first b	milt was t	the MARCELI NO	OTKO; then fol	lowed Boleslaw bir Kapitan Kose Matejko Pekin Sikorski	
						 50X1-HUM
		_			hull length; 16 km	
h.	Gdansk ship ships. Oilers:	oyard. Sin	begun in late	the Szczecin S	ler construction or Enipyard has also b 1959; designer - En Constrution No. 1;	milt these 50X1-HUM
h.	Gdansk ship ships. Oilers:	oyard. Sin series was SNIAK of t mit was no	begun in late the Central Off	1958 - early lice of Maval (Shipyard has also be shipyard	50X1-HUM
h.	Gdansk shipships. Oilers: The first a Josef PACZE The first was go into sex	oyard. Sin	begun in late the Central Off	1958 - early lice of Maval ((a Polish More	Shipyard has also be shipyard	50X1-HUM
h.	Gdansk shipships. Oilers: The first a Jozef PACZE The first ugo into ser The other i	yard. Sin	begun in late the Central Offi med the MUBER by 1961, with the construction	1958 - early lice of Naval (a Polish prothe Polish Merca, are for the 3	Shipyard has also be shipyard	50X1-HUM agineer Gdansk. aduled to
h.	Gdansk ship ships. Oilers: The first a Josef PACZE The first u go into sen The other if Characterist double botterial Supplies	oyard. Sin	begun in late the Central Offi amed the MUBER by 1961, with the construction is hull length	1958 - early lice of Naval (a Polish prothe Polish Merca, are for the state of the polish the poli	Shipyard has also be a selected in the selecte	50X1-HUM gineer Gdansk.
h. Mater Steel	Gdansk shipships. Oilers: The first a Jozef PACZE The first was go into ser The other if Characteria double botterial Supplies and various	oyard. Sin	begun in late the Central Offi med the HUBER ay 1961, with a r construction d: hull length speed - 16 known	1958 - early lice of Naval (a Polish prothe Polish Merch, are for the 3 ts (in theory).	Shipyard has also be a selected in the selecte	50X1-HUM gineer Gdansk.
h. Mater Steel Alumin	Gdansk ship ships. Oilers: The first a Josef PACZE The first u go into sen The other if Characterist double botterial Supplies and various motors:	oyard. Sin	begun in late the Central Offi med the HUBER ay 1961, with a r construction d: hull length speed - 16 known	1958 - early lice of Naval (a Polish prothe Polish Merca, are for the state of the polish the poli	Shipyard has also be a selected in the selecte	50X1-HUM gineer Gdansk.
h. Nater Steel Alumin Marine Electr Radar	Gdansk shipships. Oilers: The first a Josef PACZE The first a go into sen The other if Characterist double botterial Supplier and various motors: rical material USSR	wyard. Sin	begun in late the Central Off amed the HUBER by 1961, with the construction is hull length speed - 16 kmo	1958 - early leader of Maval (a Polish protthe Polish Merchant 179 meters to (in theory).	Shipyard has also be a selected in the selecte	50X1-HUM agineer Gdansk. Eduled to Linel with NO tons.
h. Nater Steel Alumin Marine Electr Radar	Gdansk shipships. Oilers: The first a Josef PACZE The first a go into sen The other if Characterist double botterial Supplier and various motors: rical material USSR	wyard. Sin	begun in late the Central Offi med the HUBER ay 1961, with a r construction d: hull length speed - 16 known	1958 - early leader of Maval (a Polish protthe Polish Merchant 179 meters to (in theory).	Shipyard has also be a selected in the selecte	50X1-HUM agineer Gdansk. Eduled to Linel with NO tons.
h. Nater Steel Alumin Marine Electr Radar Radio	Gdansk shipships. Oilers: The first a Josef PACZE The first a go into sen The other if Characteria double both rial Supplies and various motors: rical material - USSR - a good pe	wyard. Sin	begun in late the Central Off amed the MUBER by 1961, with reconstruction i: hull length speed - 16 kmo	1958 - early 1 fice of Maval ((a Polish profithe Polish Merc), are for the 1 - 179 meters ts (in theory). Sechoslowakia	Shipyard has also be a selected in the selecte	50X1-HUM agineer Gdansk. Sduled to Linal with 30 tons.
h. Mater Steel Alumin Marine Electr Radar Radio Domest	Gdansk shipships. Oilers: The first a Josef PACZE The first a go into ser The other if Characteria double both rial Supplies and various	pyard. Singeries was SNIAK of the mit was as revice in Me cour, under stics noted tom. Max.:	begun in late the Central Offined the MUBER by 1961, with the construction is hull length speed - 16 kmomentum machinery: Construction is are shipped were estimated	1958 - early lice of Maval ((a Polish prothe Polish Merc), are for the a - 179 meters to (in theory). sechoslowakia a set, domestic directly to the	Shipyard has also be shipyard has also be shipyard has also be shipyard from the loffice \$5 Mayal (50X1-HUM agineer Gdansk. Soduled to SoX1-HUM 50X1-HUM

Rejects in Production

Due principally to the lack of qualified skipped workers, but also to the indifference and disinterest showed by the workers. To counteract this, the shipyard authorities set up a penalty to be paid by those who habitually were responsible for production rejects. Several months age the authorities had the adjacent pools and basins of the shipyard dragged for to receiver an enormous quantity of rejected items which had been threwn in to avoid the penalties.

Clandestine use of shipyard matierals

Very popular among the workers to implement their wages. Quantities of materials are secretly removed from the shipyards, such as electric wire, lamps, valves, aluminum, steel parts, etc.

Future Plans

The shippard plans to build marine motors in its own shops, under an unidentified foreign license. For this, an undetermined number of buildings to house the construction and assembly shops will have to be built. The buildings are supposed to be erected in the area labeled "dl" on the shippard sketch map (See No.4 on the Gdansk city plan, attached)

50X1-HUM

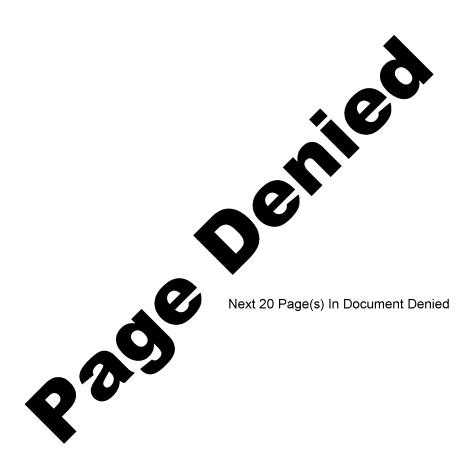
- 13. The shippard is surrounded by a contrete wall, about 2 meters high.
- 14. Electricity is supplied by the municipal plant.
- 15. Equipment:

12 cranes in all, of various types.

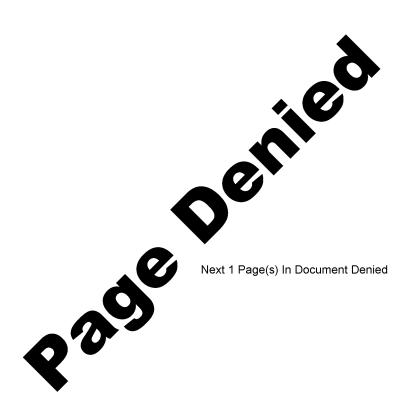
16..... etc.

17. economy drives, etc.

18..... economic situation of workers...



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	(Repair Shipyard,	Gdansk/Danzig)	10 Novembe	er 1960
Formerly German, virtually the Germans evacuated the	area. Completely	rebuilt in 1949-1990	·	
Under the jurisidiction of Heavy Industry, Warsaw	f the Special Shipy	rard Division (Z.O.P.	,) of the Mini	stry
The shipyard has two very a 16,000-ton vessel. The one only basin for repair ment and modernisation for	capacity up to now s, German-built, wh	has heen iz.uuu voi	TROID TH	GT 50



Former German shippard which was partially modernized immediately following World War II.

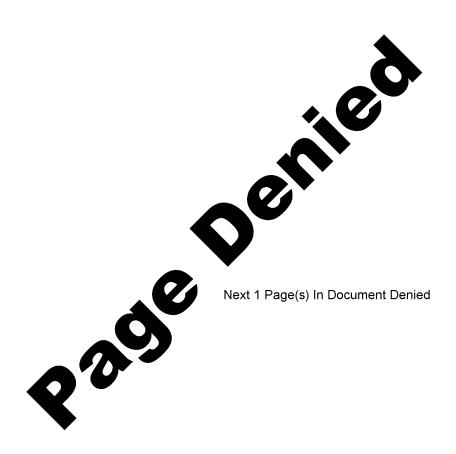
Military Section of shippard is under the Ministry of the Military Marine, by the Central Office of Naval Construction Ne.2, Gdansk.

Civilian Section of the shipyard is under the Special Shipyard Division (Z.P.O.) of the Ministry of Heavy Industry.

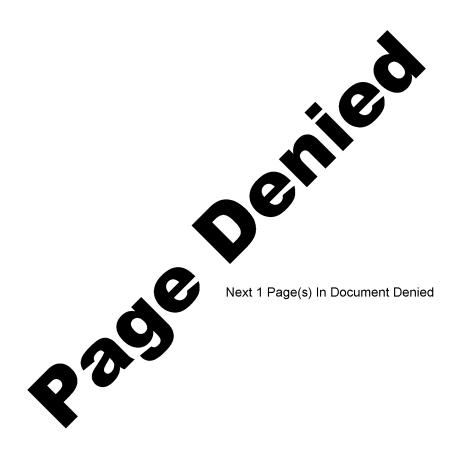
Director General: Engineer CZARNECKI (fnu)

Labor force: 2500 - 3000 approximately

Production noted: fishing vessels under 500 tons; light maval vessels, particularly patrel boats



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	<u> </u>	(Naval Repair Yard, Gdynia)	10 November 19	60
modernized af Under the jur	ter World War	merly used only for fisshing vesser II. Repair yards for the merche the Special Shipyards Division of	THE TROOP.	
Merchant Mari	ne, Warsaw			50X1-HUM
Labor force:	about 2000 e	mplo yees.		
One metal doo	ek, capacity	up to 1000-ton vessel.		
				50X1-HUM



10 November 1960 (Paris Commune Shipyard, Gdynia), No. 8

Shippard was constructed just before World War II. During the war, the Germans covered over the ways and besins and occupied the shippard as a mayal construction office. Right after the war, major reconstruction and modernization work took place. To date, however, the complex is completely devoid of fixed ways and construction work is done on slips, lecated here and there. The one existing dock, left over from the German occupation, of about 60,000 tons capacity, was requisitioned in 1946 and transported to the USSR.

Under the jurisdiction of the Special Shippard Division (2.0.P.) of the Minstry of Heavy Industry, Warsaw, for merchantman construction. The Ministry of the Military Marine is responsible for modification and repair of naval vessels.

Labor force: about 6,000

Production noted:

a. Merchant:

Dry cargo units, 820 ton, construction begun in 1949; equipped with

Ansaldo engines of undetermined capacity;

Nagal

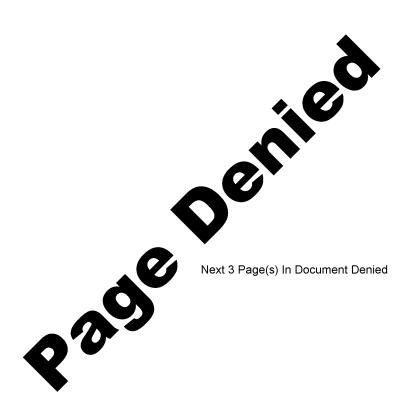
Dry cargo units, 660 ton

Fishing vessels, 600 ton, similar to those built at the Gdansk/Shipyard

b. Naval
Repair, modification, modernization of naval vessels up to torpedo boats class
Repair, modification, modernization of naval vessels up to torpedo boats class
August-September 1960, the ELYSKAWICA, about 2,200-tons, left the shipyard,
after 8-10 months overhaul and modernization.

Enlargement Program

In summer 1960, near the shipyard, a/cement basin to accommodate vessels up to 65,000 tons, was being built. The plans were drawn up by the Port Designing Office (Biuro Projektow Budownictwa Morskiego), Gdansk (Danzig), under the Ministry of Merbhant Marine. Work was supervised by officials of this office and was proceeding rapidly. When the work is completed, the shipyard will be able to initiate construction of mixers oil tankers of 36,000 and 65,000 ton capacity. Plans and designs were drawn by Engineer Jozef PACZESNIAK of the Central Office of Naval Construction No. 1, Gdansk.



	(Renair	Shinward.	Seesecin/Stattin)	10 November 1960
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Very little information: one of the three Polish yards assigned to pepair of merchant vessels. Under the Special Shipyard Division of the Ministry of Merchant Marine, Warsaw.

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(Naval Shipyard, Pleniewo)

10 November1960

Small chipyard, abandoned and destroyed by the Germans during World War II, and reconstructed by the Poles immediately after the war.

Under the Ministry of the Merchant Marine.

General Director: Henrik OSTROWSKI - brother of the Chief Designer (costructore) of the Central Office of Naval Construction No. 1, Gdansk (Danzig) In July 1960 he was sent to the Naval Shipyard at Wroclaw (Breslau) as administrative head.

Labor force - 2,000 approximately

Production:

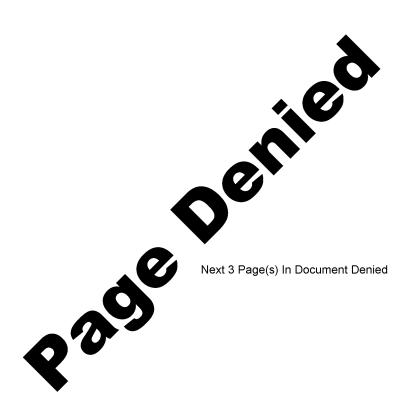
Military: Up to late 1959-early 1960, the shippard built exclusively antimagnetic minesweepers, with wooden hulls, under exclusive contract for the Soviet Union. Characteristics and quantity not known.

Civilian: Up to late 1959-early 1960, the construction of small river steamers was also begun. Recently, at a time not exactly recalled, the construction of a small passenger steamboat which was designed for inland water navigation, on the Bay of Danzig, was bagun.

Future plans:

The shippards is reported to be abandoning construction of wooden vessels to concentrate on metal units.

Such changes are to be made also in the antimagnetic minesweepers being built for the Soviet Union.



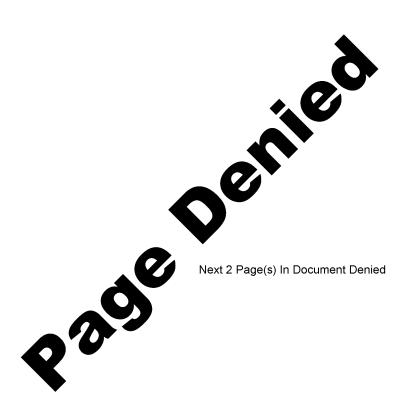
one unit had been completed for

50X1-HUM

50X1-HUM

several months and was in operation, and two were being outfitted.

completed.



Other Polish Naval Shipyards of the Ministry of the Merchant Marine

10 November 1960

Ustka (Stolpmuende) - insignificant; builds only small fishing boats

Plock (Schroettersburg) - river yard; builds only small fishing boats and river boats withoutskik engines

Torun (Thorn) - failly important river yard, on the Warta River. Builds fishing boats and river boats without engines. Includes a repair office.

Gorsew

Wroclaw (Breslau) - To date, the shipyard has built only small fishing boats and river boats without engines. In August 1960, maximum interpretary was transformation and modernization work on the shipyard was begun. In July 1960, the director of the Naval Shipyard in Fleniewo, Henrik OSTROWSKI, was sent to Wroclaw to direct the work.

Under the Ministry of the Merchant Marine.

